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Issue 7

# COMLCSRON ONE Newsletter

## USS FREEDOM (LCS 1) DEPLOYS!

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### Contents:

USS FREEDOM	1
Aviation	2-4
Damage Control	4-5
Engineering	5
Navigation	7
Combat Systems	8
DAPA	9
Heritage Committee	10
FORT WORTH	11
CPO 365	12
CORONADO	13
Human Interest	14
COC Photos	15

FREEDOM BLUE and GOLD Crews maintained a steady strain for the last phase of Freedom's pre-deployment schedule. Coordinating efforts between ship's company, LCSRON representatives and government contractors, both crews completed their respective pre-deployment unit level training certification requirements and planned maintenance availability as scheduled.



In preparation for her inaugural deployment to SEVENTH Fleet, USS FREEDOM (LCS 1) completed a four-week maintenance and repair availability at the Naval Base San Diego Graving Dock in mid-February. This period in dry dock was crucial to correcting materiel issues discovered during Freedom's TYCOM Materiel Inspection and INSURV Special Trials. The repairs directly led to an increase in Freedom's mission readiness and ability to support the fleet over the horizon. Some of the major improvements made to the ship included complete replacement of a ship's service diesel generator, a sturdier steel ramp for launching 11 meter RHIBs and a new camouflage paint scheme reminiscent of the warships of World Wars One and Two.

The final weeks of February were utilized to bring the ship out of dry dock and included two underway periods for sea trials and a shakedown of the new equipment installed, or upgraded. Showing the spirit of FREEDOM, both crews continued to help one another preparing the ship for deployment and ensuring GOLD Crew had the opportunity to spend time with their families and loved ones. Through the tireless efforts of countless personnel and a multitude of commands, FREEDOM deployed as scheduled on March 1<sup>st</sup>, 2013.

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# AVIATION

## LCS AVIATION TEAM:

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Good day to the Aviation community! I am your host: ABHC (AW/SW) Luke ‘Willie Dynamite’ Willdigg and I will be guiding you through this quarter’s newsletter. Let me first start off by saying ‘Greetings’. With just a short time onboard COMLCSRON ONE, I have met quite a few faces and I am pleased to know you and look forward to meeting those I have yet to come across.

## Naval Aviation History

**January:** The War Department took a bold step toward racial equality during January of 1941 when it established the 99th Pursuit Squadron known as the Tuskegee Airmen. This dedicated group of black pilots was the only squadron to not lose a single bomber they escorted during World War II.

**February:** The U.S. Army entered the turbine powered helicopter age on February 23, 1955, when the HU-1 Iroquois, or “the Huey” as it’s commonly called, was added to its inventory. The Huey was often called the workhorse of the Army.

**March:** The year was 1916 and airpower took its first role in crime fighting when General John “Blackjack” Pershing commanded the First Aero Squadron during the hunt for the elusive Pancho Villa along the Texas-Mexico border.

**April:** “10 minutes over Tokyo” On April 18th 1942, Lieutenant Colonel Jimmy Doolittle led sixteen B-25 bombers in a daring attack on the Japanese mainland. Doolittle was awarded the Medal of Honor after the mission.

**May:** A rare milestone for B-17 bomber crews during World War II occurred when On May 17, 1943, the crew of the “Memphis Belle” became the first to complete a full tour of 25-daylight bombing missions over Europe.

**June:** In total secrecy, the F-117A Stealth Fighter made its first flight at Tonopah Test Range in Nevada. The stealth aircraft’s existence would not become public until 1988 - seven years after its June 18, 1981 flight.



## **FLIGHT QUARTERS FLIGHT QUARTERS! ALL HANDS MAN YOUR FLIGHT QUARTERS STATIONS!**

Now on to my favorite subject: Aircraft Fire Fighting! One of the things I would like to get out to all crews is the protocol for the Helo F/F team trainer course known as the “414”. The following info is a mandatory read for all Flt. Dk. crew supervisors.

**CIN:** J-495-0414

**COURSE:** CDP 4555 AIR CAP HELO FF EVAL

**WHERE:** CNE LEARNING SITE SAN DIEGO STU COMP

**PREREQUISITES IAW:** COMNAVSURFLANT/PACINST 3502.2E, COMNAVSURFORINST 3700.1B and NAVAIR 00-80R-14 (CHAP. 9)

**TIME: 0730,** The entire flight deck team must be there NLT 0730 in order to turn in medical paper work, fill out team roster, speak with IDC (if applicable) etc. Class usually starts prior to 0800.

**PAPER WORK:** All hands MUST have medical risk factor screening paper work filled out and signed by the crew’s Corpsman.

**REQUIREMENTS:** Minimum number of personnel – **17**. Maximum number of personnel – **24** (Not including HCO/DCA).

**Although the DCA and HCO must be in attendance.**

All team members MUST have completed either: General shipboard F/F (J-495-0416) or Shipboard Aircraft F/F (J-495-0413) Members MUST be PQS qualified in their position and over 180 days remaining of obligated service. Bring updated WQSB from 3700.1 and ensure each sailor is ready to support their designated billet. Expect LOK exams for firefighting and fuel. Training will be provided prior to issuance of LOK.

Aviation Cont.

**UNIFORM:** Coveralls w/Flight deck boots. Flash gear, cranials, hotsuits w/SCBAs will be provided.

**NOTE:** During the AVTT sponsored training day; formally known as “pre-0414” (usually the day before the actual 0414), NWU’s are acceptable. Cranials and flash gear will be provided if hoses are actually going to be charged.

For further information and guidance, please visit <https://app.prod.cetars.training.navy.mil/cantrac/vol2.html>.

### **FLIGHT DECK UNIFORM**

Some interesting gear out on the market for us Aviation types is sitting on my desk. One piece is the new fire retardant flight deck jersey made by DRIFIRE. These new jerseys are actively being used by aircraft carrier flight and hangar deck crews. They come in all flight deck colors and have moisture wicking capability. They also feature thumb holes for those whom are multi-tasking with shipboard fire fighting teams. When donning the FFE, the sleeves stay down so you don’t have to wear “stinky steamers” while at flight ops! Also, the “Gucci” gel inserts for the cranials are here. No more ear and headaches!

In regards to flight deck boots vs. the NWU boot; the flight deck boot wins! NWU boots are unauthorized to be worn on the flight deck during flight operations! On the other hand, flight deck boots are authorized for wear with the NWU. Not so much of a uniform item, but definitely a “good to have” are scene leader cards. I am making them up right now and by the time this newsletter hits the non-skid, they should be complete and ready for issue. It is best if you use a laminator so that they do not fall apart in your pocket.

### **AIR/AVCERTS**

Here are a few pointers for success for all of my friends going through Aviation Certification. For starters, the six phase requirements set forth by ATG are as follows:

- 1.0 – Meet and greet, admin review, material checks and fuels facilities checks
- 1.1 – Same as 1.0 but this day will require a review of discrepancies from the 1.0 visit.
- 1.2 – Classroom learning, practical training, LOK exams reviewed and complete and a review of discrepancies from 1.1 visit.
- 1.3 – Admin review, practical training, flight deck drills and review of discrepancies from the 1.2 visit.
- 1.4A – ASSESSMENT, flight deck drills, material checks, and review of 1.3 discrepancies.
- 1.4B – Known as “Helo Day”! This day is the final assessment of the flight deck and crew in your proficiency to properly perform effective, safe and sustained flight operations. Please see below for a road map to success.

#### **1.4B - HELO DAY.** Lessons Learned from past inspections:

1. If the NAVAIR inspector identifies a discrepancy, it is because he or she expects it to be fixed before granting a certification. Even if it seems minor, it is most likely a show-stopper. This is an inspection NAVAIR expects everything to be in perfect condition. A thorough pre-AVCERT walkthrough by the crew is essential! If need be, please give the AVTT ample notification and we will do walkthroughs with you.

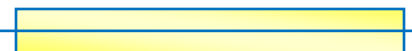
2. There is no such thing as too many operational checks for the SGSI, lineup lights, drop down lights, hangar bay lights, etc. in preparation for AVCERT. We always find ourselves replacing light bulbs throughout the inspection so OP check frequently and have spares on hand.

3. The AVCERT guide is the Aviation Facilities Bulletin 1M. When the crew conducts a walk-through, they should use this as a guide with the understanding that even a minor deviation from the instruction requirements will be hit on during inspection day.

4. If you see anyone attempting to paint the flight deck, ensure they are using the correct paint! Enamel shall not be used on non-skid. If in doubt consult you local subject matter expert; ABHC Willdigg, or locally onboard ship via NSTM ch634. Specifically chapters 634-3.24 and on.

5. At the closing of each AVCERT inspection day forward a list with discrepancies and status to all stakeholders including NAVAIR. This is a great way for them to verify in writing that you are accounting for all discrepancies and ensure there are no misunderstandings on the impact to certification.

6. Anything that could be related to firefighting, drainage or just does not belong purely to NAVAIR (hangar door, flight deck hatches) will require input from NAVSEA. NAVSEA owns the tech warrant holders and will ultimately decide the status of questionable equipment with NAVAIR’s input. These discrepancies bring in numerous stake holders and take longer to remedysometimes delaying certification by months!





In closing, I would like to offer some cool trivia with an amazing reward to get those soup pots on your shoulders working. First, I need to lay down the ground rules: Once, and only once this newsletter hits the deck plates will answers be accepted, meaning, if for some reason you get your hands on this issue prior to release, all bets are off! The first person to find me with the answer wins! Emails, phone calls or late night texts will NOT be accepted. You must find me in person. What does the winner get? Gift card to our favorite coffee shop...STARBUCKS! (Order a Capn' Crunch!)

Four questions, must answer all correctly to win:

1. What is the maximum number of souls onboard allowed for a CH-53E?
2. In regards to aviation fuels; what are the four allowable cleaning detergents for sample bottles?
3. Who is...“a trained individual in the vicinity of an incident who understands the requirements of the emergency and accepts responsibility for directing all available firefighting assets...”?
4. Name the type, model and manufacturer the UH-1 “Huey” ejection seat.



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## DAMAGE CONTROL

**CBR:** Before USS FREEDOM could commence the first LCS deployment, both Crews 101 and Crew 102 needed to complete their MOB-D training. The last piece of training was Chemical, Biological, and Radiological (CBR) Defense. After receiving all of the necessary gear for deployment, both crews and DCTT boarded FREEDOM on the morning of February 23<sup>rd</sup> to conduct the training. This marked the first full scale CBR drills for an LCS crew, and because of time constraints both crews were trained simultaneously.

### DC Questions:

1. How many MOPP levels are there?
2. What colors does M8/M9 paper turn when agent is present? :
3. True or False, M256A-1 detects liquid chemical agents.
4. How many stations are in the OCUA?
5. At what MOPP Level is GQ set?

## Damage Control Cont.

The drill began with both DCAs and DCTT walking through the MOPP levels starting with MOPP Level 0 and I. Since the crew had just received their CBR gear onboard, walking through these MOPP levels was vital to ensure that all crew members were outfitted with their equipment.

Next was MOPP Level II where the DCAs were given an INTEL brief that required them to increase their MOPP level protection. The crew was trained on proper placement of M8 and M9 paper, how to wear the MCU/2P mask, set up the DECON station and how to operate all chemical detectors. After all of the line items were reported to the DCA, DCTT then disclosed INTEL to progress to MOPP Level III and General Quarters was set.

For MOPP Level III, DCTT had two members of the external monitoring team dress out in the Joint Service Lightweight Integrated Suit Technology (JSLIST). They demonstrated how to properly don the suit and gave the crewmembers an idea of what to expect when wearing the suit. DCTT then gave training to the internal and external monitors, scrubbing team and the DECON Station team on what was expected of them at MOPP Level III. When reports were given to the DCA, the ship set MOPP Level IV.

At MOPP Level IV, all crewmembers that had MCU/2P masks were instructed to don their gas mask. The recovery phase followed, and the external monitors were deployed to find one "hot spot" (chemical agent on the hull of the ship). The team was then trained on how to properly identify and contain the hot spot. After these steps were completed, the external monitors commenced the DECON process, where they went through each position of the DECON station.

The drill concluded following the DECON station training and the crews were assembled for debrief. DCTT found numerous ways to improve the drill package and incorporated lessons learned into future training. Thanks to Crews 101, 102, and the LCSRON Training Team, FREEDOM Sailors are trained and prepared for a multitude of CBR threats.

**DC Answers:**

1. MOPP Levels 1 thru 5
2. M9 turns red, M8 turns red, green, and yellow depending on what agent is found.
3. False; M256A-1 detects chemical agents in the vapor form.
4. 3
5. MOPP Level III

# Engineering

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## Engineering Training Team (ETT) Safety Tips

The unmanned engineering plant onboard LCS Class ships is very unique compared to other ships. In order for the electrical power distribution system to function properly, a large number of electronic devices are used in place of engineering watch standers. The Readiness Control Officer (RCO), similar to the Engineering Officer of the Watch, has the capability of operating the entire plant from a console. Since electricity plays a major role, members responsible for conducting maintenance or operating electronic equipment must be familiar with the safety precautions found in the Electronic Installation and Maintenance Book, General, NAVSEA SE000-00- EIM-100, Section 3, and Naval Ships Technical Manual, Chapter 300, S9086-KC-STM-010/CH-300, Section 2. In addition, attention is directed to the Navy Safety Program Instructions, OPNAVINST 5100.19 (series) and 5100.23 (series) and the safety training requirements contained in NETCINST 5100.1 (series). The Engineering Training Team (ETT) conducts electrical safety training for LCS Crews during their rapid refresh off hull training cycle. Emphasis is placed on safety, level of knowledge and changes or revisions in procedures. Here are some basic safety tips:

### DO NOT SERVICE OR ADJUST ALONE

Under no circumstances will a person operate or maintain equipment without the immediate presence or assistance of another person capable of rendering aid. Unless under direct supervision of a qualified person, no person shall operate or maintain equipment for which he is unqualified.

### DO NOT TAMPER WITH INTERLOCKS

Reliance on interlock circuits to remove power from the equipment is never to be assumed. Until operation of the interlock is verified, equipment is assumed to be in the hazardous mode of operation. Under no circumstances will any access gate, door, or interlock switch be removed, bypassed, or modified in any way by other than authorized maintenance personnel and then only after observing proper tag-out procedures.

### REPORT ALL HAZARDS

If at any time you detect a hazard, it is your responsibility to report the hazard to ensure that it is corrected.

Have you heard the phrase “**safety is paramount**?” This is certainly true when it comes to operating or performing maintenance on electronic equipment. There are mechanical safety devices associated with this equipment that must be maintained in a constant state of readiness to preclude causing injury to personnel and/or damage to equipment. Extreme caution must be exercised when working with or handling this equipment. The most important task for members of LCS Training Team is to ensure that safety measures are being followed during evolutions, drills and normal daily routines.





# Navigation

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Crews 102 and 202 completed another successful Rapid Refresh Navigation certification at the LCS Training Facility (LTF). Crew 102 was able to successfully train for several complex scenarios out of Singapore in preparations for their deployment.

## Lessons Learned

Many lessons were learned as the process continues to evolve and lessons learned are developed from each crew. These lessons include: Ensure all watch standers have a JPAS request prior to coming over to the LTF. If you plan on bringing any secret material to the LTF, use a courier card and bag to transfer secret material in and out of the building. If you have any questions contact your security manager. Rules of the Road knowledge continues to improve, although Rules of the Road knowledge is a highly perishable skill and needs to be continually honed. All crews are required to use ASM for Level of Knowledge exams. While certifying in the LTF, all evolutions should be as real-world as possible. Prior to getting underway, post tide and current tables on the bridge. VMS familiarization is essential for OOD/JOODs to perform optimally. Remember to use temp tracks when needed.

### Crew 104:

LCS Crew 104 recently completed their NAV Availability with three fully qualified watch teams.

### Crew 203:

LCS Crew 203 completed Capstone and a Rapid Refresh at the LTF while certifying in Navigation prior to heading to Mobile to take possession of CORONADO where they will sail the ship around to San Diego in late 2013.

### Crew 202:

Crew 202 completed a Rapid Refresh in the LTF demonstrating proficiency in all Navigation CR's. The crew was highly motivated and professional throughout their training period.

The following instructions have been signed and are available for review on the LCSRON ONE Portal.

-COMLCSRONONEINST 3502.1B CREW CERT PHASE 3

-COMLCSRONONEINST 3530.3 LITTORAL COMBAT SHIP NAVIGATION BILL

-COMLCSRONONEINST 5150.1, LITTORAL COMBAT SHIP TRAINING FACILITY (LTF) PROCEDURES

USS GUARDIAN (MCM 5) ran hard aground hitting the Tabbataha Reef while operating in the Sulu Sea January 22, 2013. It is imperative that you are using all sources available for maintaining your navigation picture. Know your equipment capabilities and understand and acknowledge all alarms on VMS. The best tool for situational awareness is looking out the window. When piloting in restricted waters, verify that what you are visually seeing is matching what is on the DNC. Review HYDROPAC's and LNTM's. The full investigation is continuing.



*This United States frigate ran aground off the shore of Tripoli in 1803 and was taken captive by the Barbary Pirates. Which frigate was it?*

PHILADELPHIA. Her officers were made prisoners of war and her crew sold into slavery. The pirates repaired her and put her back to sea. Stephen Decatur then made a daring raid and burned the ship.

# Combat Systems

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Congratulations to FREEDOM Blue for accomplishing their basic phase certification in Surface Warfare, Air Warfare, Intelligence and Communications while preparing for their first deployment. As crews are preparing to go to the LTF for Rapid Refresh, I highly recommend reviewing OPORD 201, Navy Wide OPTASKs and supplements for review. Conduct tabletop discussions with your Bridge and Combat watchstanders to review tactics and potential scenarios, which will help tacticians from becoming stagnant during all of the operational testing, maintenance avails and other events that have your attention most of the time.

As most of you know, our Combat Systems Training Team is manned by various individuals within the command that are not primarily a part of N7. Understand that in the next couple of years we are forecasted to be manned with two full Combat Systems Training Teams. I ask that each of you seriously consider becoming a part of our team as you roll to shore duty as your vast experience and corporate knowledge is essential in training our Sea Warriors.

New instructions posted to the COMLCSRON ONE CAS include: EMCON Bill and Rivercity Bill. As a reminder, our CAS site is located on SIPR at:  
<http://www.uar.cas.navy.smil.mil/navy/lcs/lcsron/site.nsf/main.mtml?openpage>



***In the period between 1798 and 1800, the United States was involved in an undeclared war with France, what was this war called?***

Answer on next page



## A NOTE FROM YOUR DAPA

By: MNC Elizondo  
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The Navy is always looking for new ways to deter any impact to mission readiness. We are constantly improving the way we train, the way we fight and how we deal with new treats. Alcohol related incidents lead to a substantial loss in productivity and the Navy is constantly working to gain a better grip on the situation.

The use of Alcohol Detection Devices (ADDs) will help to minimize the problem. The use of ADDs is intended to promote safety and provide education and awareness for the responsible use of alcohol and deterrence of alcohol abuse. The ADDs will serve as a tool that will help in identifying Sailors who may require support before an incident happens that would otherwise negatively affect their career and ultimately their life. These devices will enhance command awareness of the crew's culture of alcohol use, educate service members on the effects of their alcohol use decisions and support unit safety. Results of ADD testing are not to be used for disciplinary measures. ADDs can also dispel myths and inform those who have set arbitrary "limits" regarding their drinking patterns that are not based on facts.

Sampling examples include, but are not limited to (OPNAVINST 5350.8):

1. Duty section or divisional sweeps.
2. Service Members reporting to work after a designated time (late arrival).
3. Random sampling of Service Members in a duty status or during their assigned work day similar to the urinalysis program.
4. Special unit evolutions or training periods.
5. During reserve drill periods.

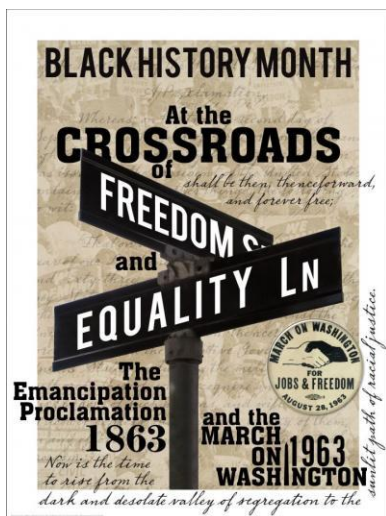
Make sure you follow the Navy's policy on alcohol by applying these steps- Right Time, Right Place, and Right Quantity. Look out for each other and drink responsibly.



**The Quasi War.** After Napoleon seized control in France, the new French Government viewed Jay's treaty as a violation of earlier treaties between the United States and France. As a result, the French began sending warships to attack American merchant vessels doing business with the British and broke off diplomatic relations with the United States. This war led to the "XYZ Affair" but was quickly resolved in 1800.

## LCS Squadron One Celebrates Dr. Martin Luther King, Jr. Birthday & African American / Black History Month

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The LCS Multicultural Heritage Committee hosted a short ceremony remembering the late Dr. Martin Luther, King Jr. on January 16, 2013 in the INDEPENDENCE Conference Room of Building 55 at Naval Base San Diego. The event included displays and a PowerPoint presentation of Dr. King's life from childhood to a Baptist minister and social activist, who led the Civil Rights Movement in the United States from the mid-1950s until his death by assassination in 1968.



Dr. Martin Luther King, Jr. National Day of Service Flyer

African American &  
Black History Month  
Flyer

Sailors from LCS Squadron One celebrated African American and Black History Month with a program on February 13, 2013. This year's theme, "At the Crossroads of Freedom and Equality: The Emancipation Proclamation and the March on Washington" focused on the historical events and people that have shaped America. The guest speaker was CDR Patricia A. Witherspoon, Executive Officer Naval Base San Diego who described her career and personal experience of being an African American and a woman in the U.S. Navy while relating it to the program's theme.

BM2 Alishia Miller, the Master of Ceremony, begin the program with an introduction followed by everyone standing for the African American and Black National Anthem: "Lift Every Voice and Sing". Next, LS1 Agatha Richardson read the origins of African American and Black History Month dating back to founder Dr. Carter G. Woodson on February 1, 1915. The First Class Petty Officer Association provided a "soul food" meal for everyone in attendance after the program concluded.

For additional information on Diversity Observances, visit the Defense Equal Opportunity Management Institute website <http://www.DEOMI.org>

If you would like to join the LCS Squadron One Multicultural Heritage Committee or volunteer for an upcoming event, contact EMC(SW/AW) Michael Robinson at Michael.Robinson16@navy.mil or (619) 556-4538. Remember, diversity is an all hands effort. Together, we can make our Navy and community better.



YN1 Cannon, Inez from Admin Department views a display of the late Dr. Martin Luther King, Jr.'s famous "I Have A Dream" Speech."



LCS Command Master Chief Anthony L. Decker presents a thank you plaque to guest speaker CDR Patricia A. Witherspoon, Executive Officer Naval Base San Diego, during the African American / Black History Program held on February 13, 2013.



## FORT WORTH GOLD CREW HONORED AT ARMED FORCES BOWL

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Eleven Sailors from FORT WORTH Gold Crew represented the ship at the 10th Annual Armed Forces Bowl on DEC 29, 2012, where Rice University Owls battled the Air Force Academy Falcons. The Armed Forces Bowl was held at the Texas Christian University (TCU) located in the ship's namesake city of Fort Worth, TX. The ship and crew served as the guests of honor during the opening ceremonies, replete with military parachute jumpers, JROTC rifle drill exhibitions, 36th Army Infantry Division Band and the National Anthem sung by FORT WORTH Gold Crew's Commanding Officer, CDR Hank Kim.

The crew also participated in the pre-game luncheon where Sailors had the opportunity to meet former Redskins Quarterback Joe Theismann as well as the infamous "Gunny," R. Lee Emery from the movie Full Metal Jacket. The trip included an evening social with the Young Presidents Organization, a local community group who provided the Sailors with a gourmet meal, bagpipe performance and down home Fort Worth hospitality.







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**“The name is new, but the CPO Mess is the same”**

**“Always remember that Tested, Tried and Accepted is determined by your level of effort and the quality of training provided to prepare FCPO’s for the Final Test. Your Mess’ continuous investment in training throughout the year and clear communication of expectations of FCPO’s will shape the outcome. Accordingly, we must first and foremost be critical of ourselves and ensure a focus on excellence is sustained for the duration of CPO 365.” -MCPON Michael Stevens**

Phase 1 is full speed ahead. We have PT every Wednesday at the track by pier 5 at 1100. The only authorized attire is the Navy Physical Training Uniform (PTU), which will be worn in compliance with Navy Uniform Regulations. If you have any questions on PT please contact GSEC Chenault [charles.chenault@navy.mil](mailto:charles.chenault@navy.mil). CPO 365 training is every Friday at 0900 in the Independence Conference room, building 55. Everyone, including Junior Officers, is encouraged to attend. A special thanks to GSEC Furr on his valuable training and lectures over the last year, he will be truly missed. STGC Jones has taken over as the Professional Development lead. Please contact him with any questions regarding training at [wesley.d.jones@navy.mil](mailto:wesley.d.jones@navy.mil).

Phase 2 will commence when the NAVADMIN announces the CPO selection results and concludes with the Pinning Ceremony September 13, 2013.

We look forward to a great year! It is important that we uphold our core values and do what we know is right in order to train the future leaders of the world’s finest CHIEF PETTY OFFICER’S MESS!

*BB stands for "Battleship". One of the most famous ships in the Navy, the USS Missouri, or "Mighty Mo", was where the Japanese surrendered in WWII. It is now in Pearl Harbor as a museum.*

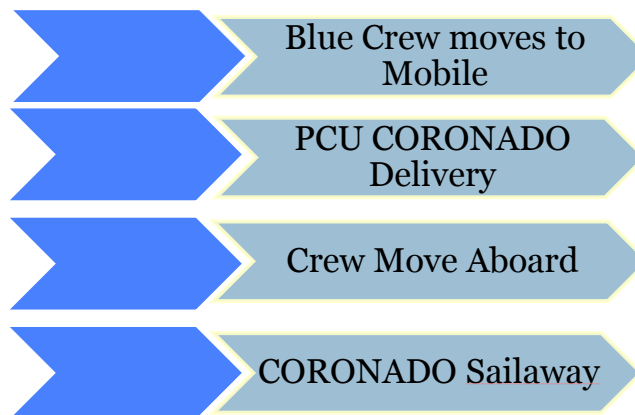


## CORONADO BLUE Transitioning to Mobile

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This April, CORONADO Blue crew will rotate to the shipyard in Mobile, AL as they execute Phase II of their crew transition process. As part of this transition, the command will be the test platform for both the newly signed TYCOM Fleet Introduction (FIT) and LCSRON Crew Certification instructions. Lessons identified will be used to ensure a smoother delivery process for all future LCS crews. In Mobile, the crew will spend time getting used to the shipyard and the area, receive hands-on training from their equipment vendors, and wrap up preparations to receive delivery of the US Navy's fourth Littoral Combat Ship.

### PCU CORONADO's upcoming few months:



## Random Social Human Interest Topics

### Love for Styx

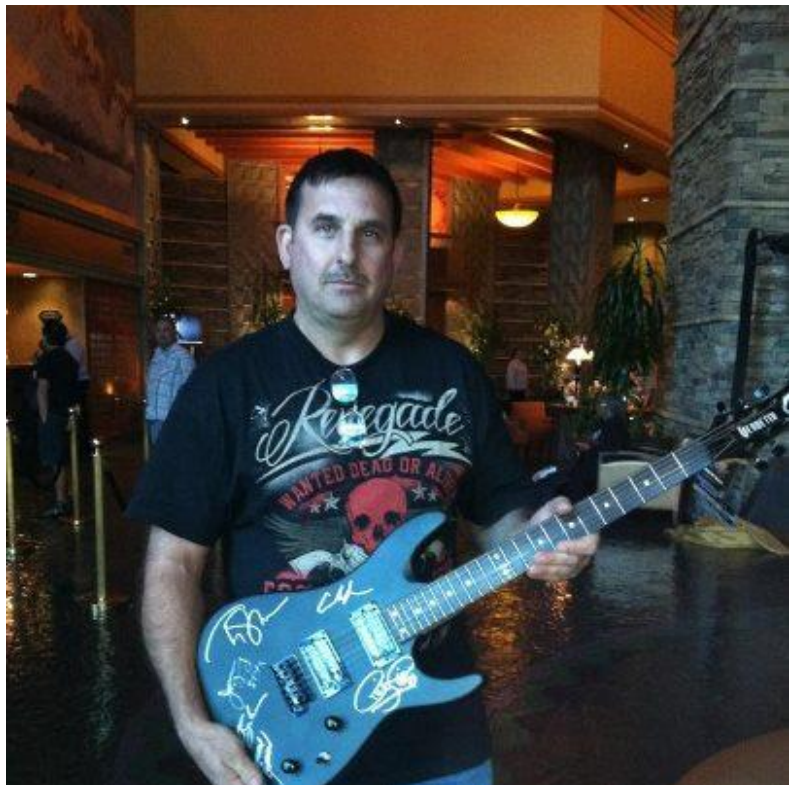
LCDR Glen A. Meckes  
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I recently attended a Styx concert at the Pechanga Casino and Resort. On Saturday the casino posted a contest on their Facebook page to write a story of why you were a #1 Styx fan, and if selected, you would win a guitar signed by the entire band. I took the time to write my story and I was selected as the winner of the contest. I picked up the guitar yesterday from Pechanga! The following is the story I wrote:

I was introduced to Styx music by my older brother when the Crystal Ball album came out. He wanted the album and I begged my parents to let me buy it for him for Christmas. I remember today his face when he opened it. He became a Styx groupie and was always on the road when they were on tour. He used to pick me up from school without my parents knowing and take me to shows in Philadelphia and as far away as the Nassau Coliseum and New York - all without my parents ever knowing. Today, I share the family love for Styx and both my wife and I have been to many shows including Tokyo, Japan, as I was stationed in Japan for 10 years with my family. Now, we have passed the love onto the next generation with my 21-year-old son and my 16-year-old son who were at the show last night and it was their second time seeing Styx.



I MAY BE OLD,  
BUT I GOT TO  
SEE ALL THE  
COOL BANDS.





# COMLCSRON ONE

## *Change of Command*

